

# 17<sup>th</sup> COAST GUARD DISTRICT ENFORCEMENT REPORT



**01 JUN - 30 SEP 99**

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*Report Available At:*

*NPFMC Web Site:* [www.fakr.noaa.gov/npfmc/newsletters/newsltr.htm](http://www.fakr.noaa.gov/npfmc/newsletters/newsltr.htm)

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## **List of Abbreviations**

CFVS – Commercial Fishing Vessel Safety	HH65/60 – CG helicopter
FF/V – Foreign Fishing Vessel	HSDN – High Seas Drift Net
GOA – Gulf of Alaska	M/B – US/Russian Maritime Boundary
HC-130 – USCG Fixed-Wing Aircraft	SAR – Search and Rescue
HEC/MEC – High/Medium Endurance Cutters	

## **I. High Seas Drift Net Enforcement**

Earlier this year, as previously reported to the Council, the Coast Guard seized three high seas driftnet vessels. Following this initial period of activity, no additional suspicious vessels have been detected in the northern high seas driftnet area. For the reporting period, C-130s conducted nine sorties for a total of 69.4 hours, and five cutter days were spent patrolling the area.

## **II. US/Russian Maritime Boundary Line (MBL) Enforcement**

Coast Guard efforts in the Bering Sea were primarily focused on the US/RS MBL this period in response to the high level of foreign fishing vessel activity observed throughout the summer. Not only was foreign fishing activity more intense than previous years, but the Russian fleet in particular appeared more aggressive in working up to and at times over the Maritime Boundary Line, despite the establishment of a 1.5 mile buffer zone on 01 June by the Russian government. For the reporting period, the following details apply:

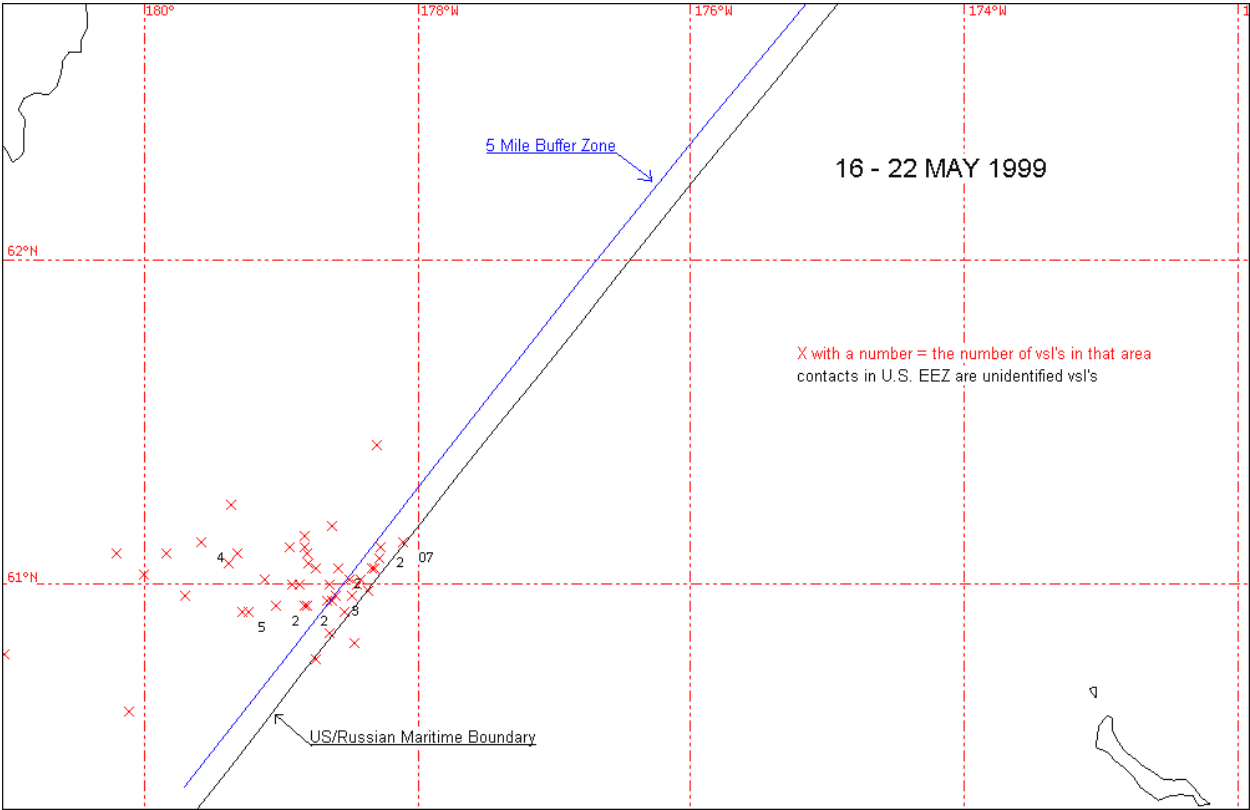
- Coast Guard C130's flew 122 sorties totaling 956.8 hours
- Coast Guard HEC/MECs spent 136 days patrolling the line
- Activity peaked on August 12, when 171 vessels were detected fishing in the RS EEZ within 50 nm of the US/RS Maritime Boundary in the RS EEZ.
- 85 vessels have been detected in the US EEZ, most less than 500 yards inside
- 15 of these were visually confirmed to be fishing in US waters. The Coast Guard boarded two of these vessels, GISSAR and MEKHANIK BRYZGALIN; both vessels were subsequently turned over to the Russian Federal Border Service (FBS). A third vessel, KAPITAN KAYZER, was pursued to the Russian territorial sea, and was later boarded by the FBS. Case packages on the other twelve vessels have been forwarded to the State Department.

Tensions peaked on the MBL during the first week in August, when the CGC HAMILTON was surrounded by 19 Russian factory trawlers as they obstructed Coast Guard efforts to seize the factory trawler GISSAR for illegally fishing in the US EEZ. The CG elected to avoid further escalation and the case was turned over to a Russian enforcement vessel that was in the area. Additional details of this and other MBL cases are contained in Appendix A.

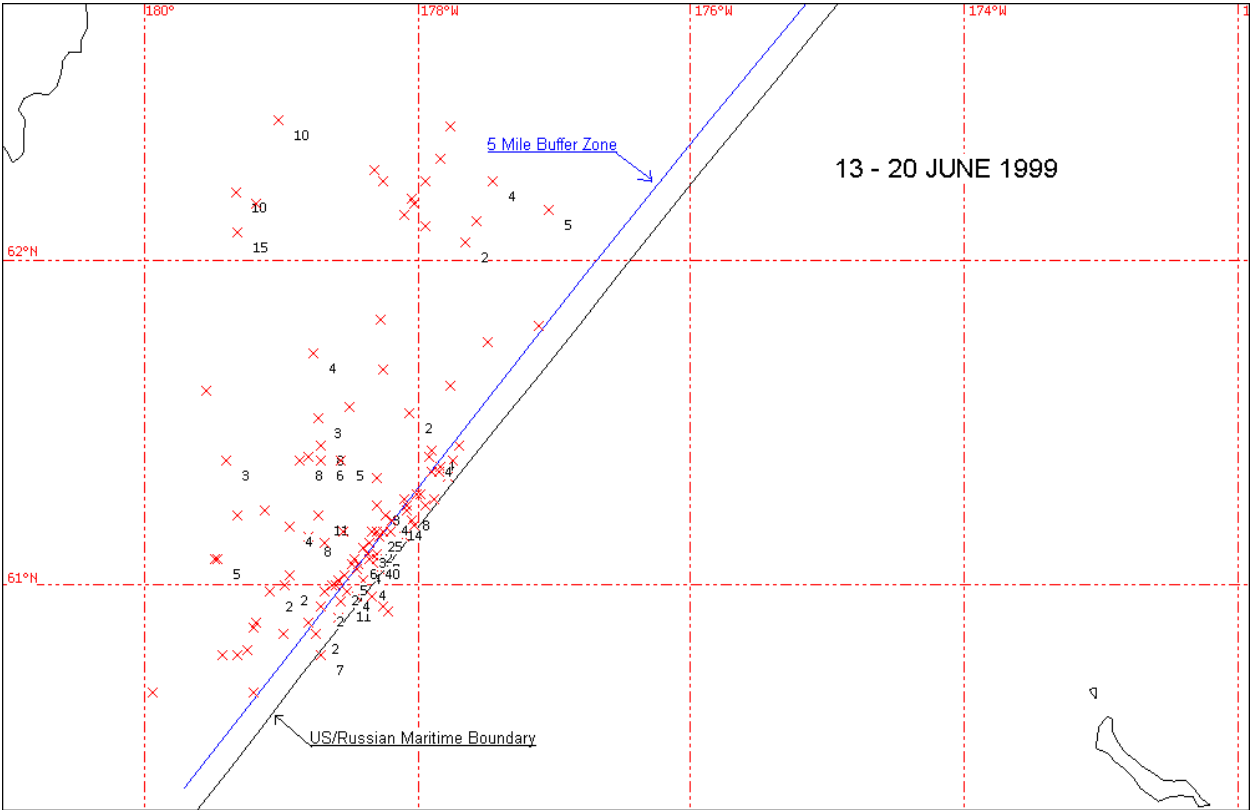
As a result of the GISSAR Incident, Rear Admiral Barrett initiated a mid-September meeting with his Russian counterpart, Lieutenant General Prokhoda, Commander, Northeast Region of the Federal Border Service. Both officers conducted a MBL patrol aboard a CG C-130 aircraft and held several days of meetings to discuss operations along the MBL. The FBS indicated their desire to prevent incidents on the Maritime Boundary, and proposed a three mile enforcement "zone of cooperation" straddling the boundary. Details of their proposal have been forwarded to Coast Guard headquarters and the State Department.

The Council has previously expressed an interest in receiving information regarding the location of vessel activity along the MBL. Figures 2-10 provide that data, along with information regarding sightings, incursions, and vessel nationalities.

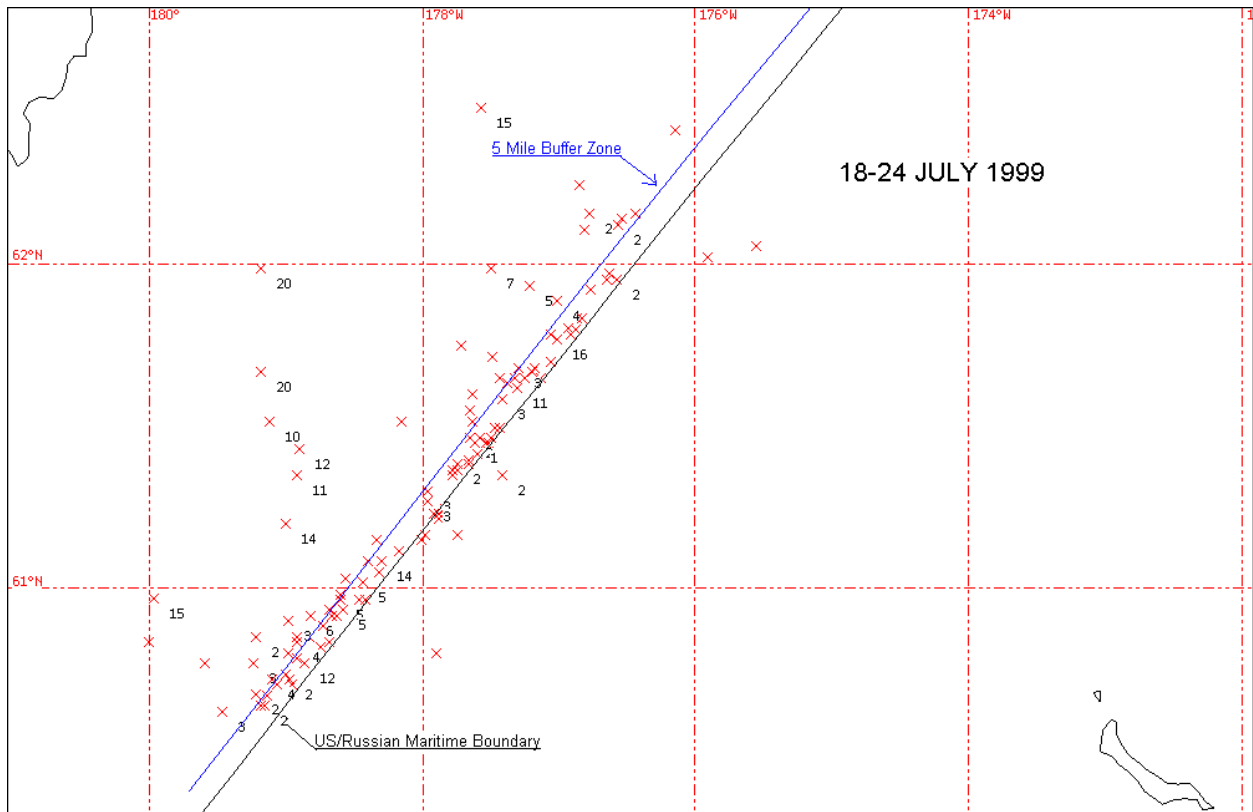
**Figure 1. 16-22 May 1999 M/B Scatter Plot of Aircraft Sightings**



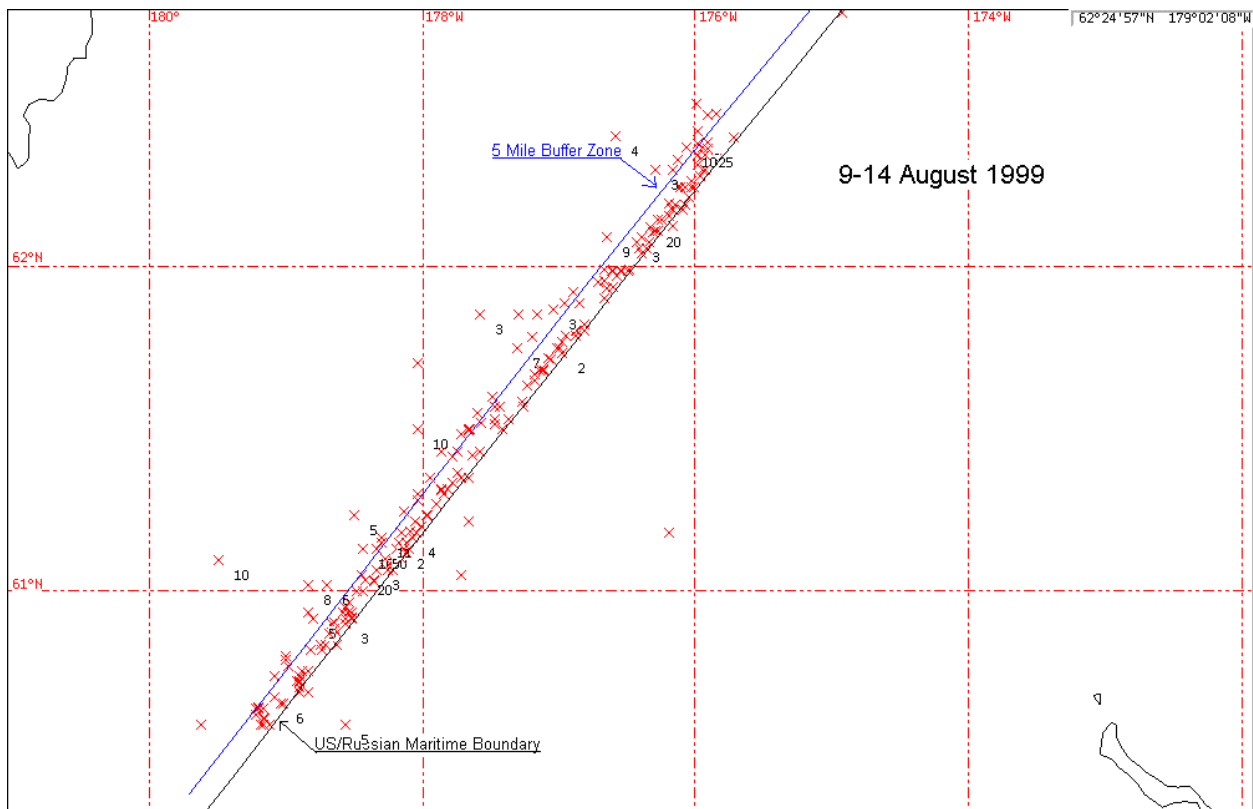
**Figure 2. 13-20 Jun 1999 M/B Scatter Plot of Aircraft Sightings**



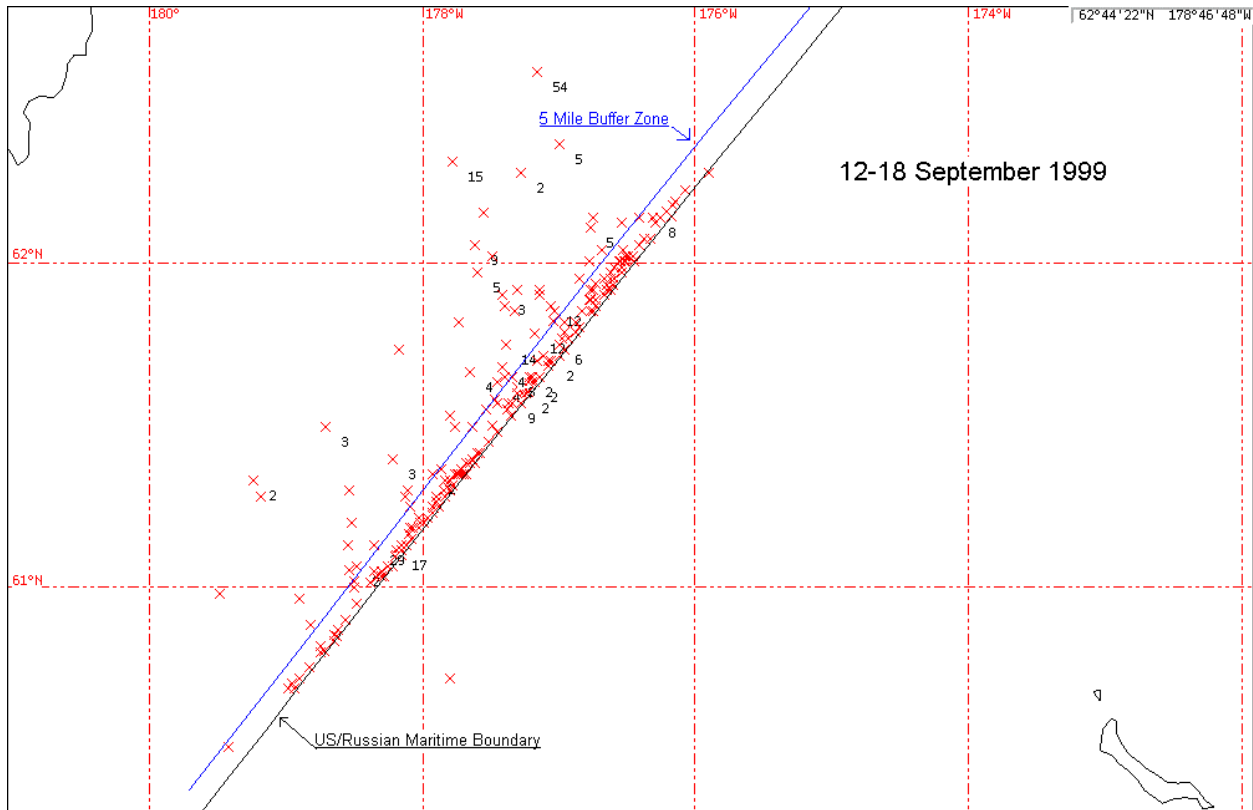
**Figure 3. 18-24 Jul 1999 M/B Scatter Plot of Aircraft Sightings**



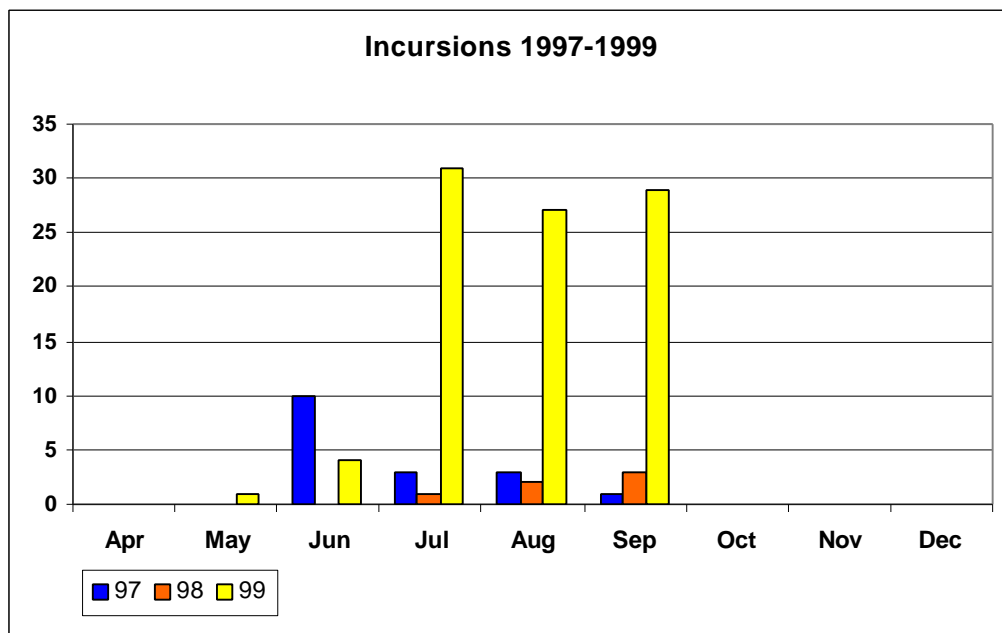
**Figure 4. 9-14 Aug 1999 M/B Scatter Plot of Aircraft Sightings**



**Figure 5. 12-18 Sep 1999 M/B Scatter Plot of Aircraft Sightings**

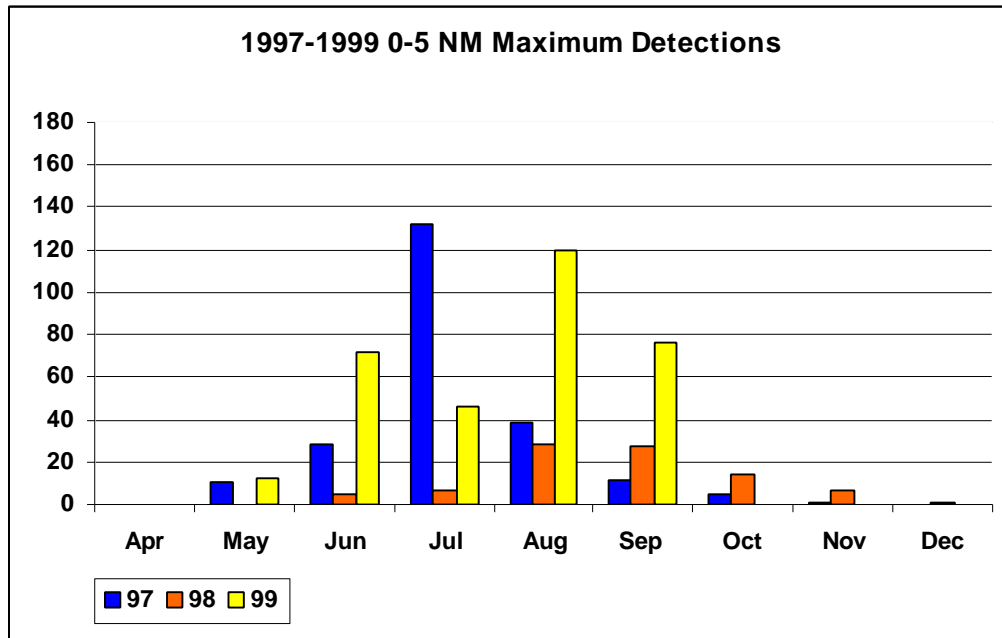


**Figure 6. 1997-1999 M/B Incursions into U.S. EEZ**



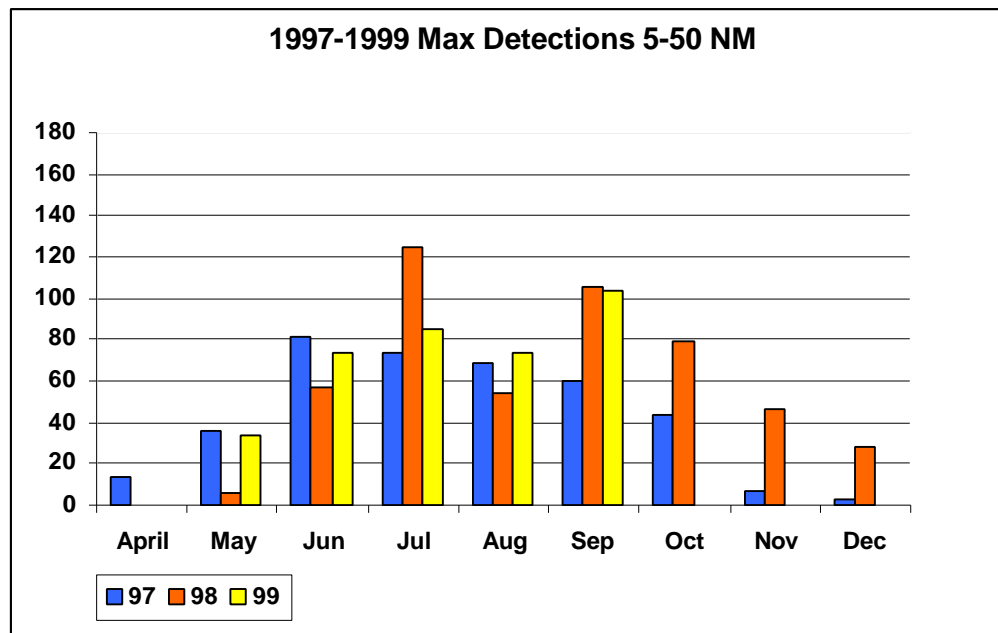
\*In 1999, 15 FF/Vs have been visually identified and confirmed fishing in the U.S. EEZ. The rest are radar detections.

**Figure 7. 1997-1999 Max Detections 0-5 NM in RS EEZ**

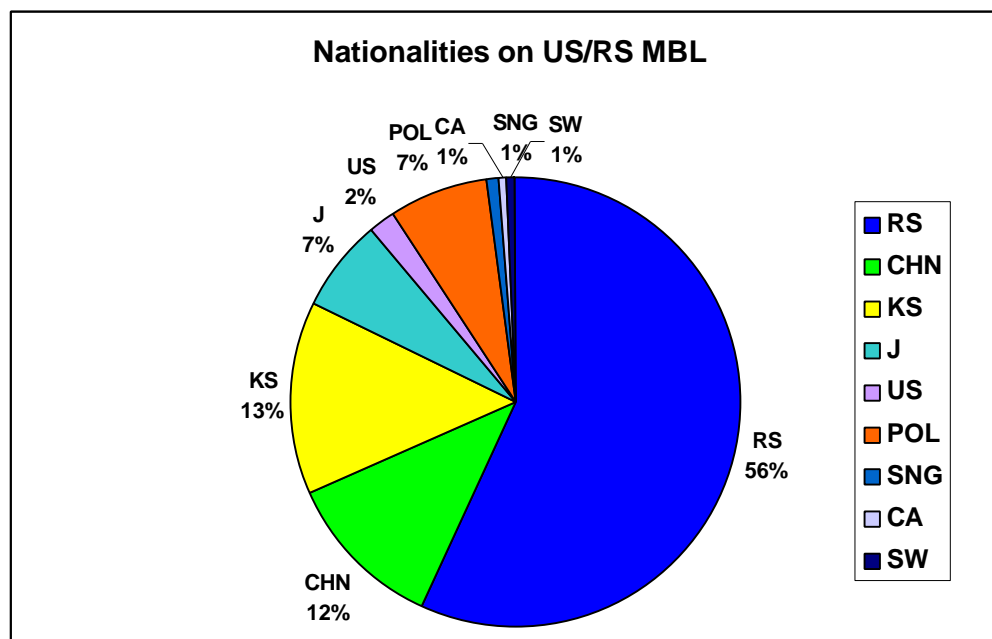


\*Figure 8 and 9 show the maximum number of detections found on one C-130 flight in a month.

**Figure 8. 1997-1999 Max Detections 5-50 NM in RS EEZ**



**Figure 9. Vessel Nationalities Identified on US/RS MBL**



\*RS - Russia; CHN - China; KS - South Korea; J - Japan; US - United States; POL - Poland; SNG - Singapore; CA - Canada; SW - Sweden



### **III. Donut Hole**

Although the government of Poland has provided notification of their intention to send two vessels into the Donut Hole to conduct trial fishing operations this fall, no such activity has been detected.

### **IV. Dixon Entrance Enforcement**

Coast Guard enforcement efforts in the region consisted of 72 patrol boat days and 45 HH-60J helicopter sorties from Air Station Sitka, totaling 134 hours. The only noteworthy case involved the Canadian seizure of the US F/V LESLEY ANN on 01 July in the Disputed Area. This was the first such seizure by the Canadians in nearly twenty years.

The USCGC ANACAPA was on patrol in the area, and was on scene within 15 minutes after being notified by the F/V LESLEY ANN of the Canadian action to board and seize the vessel. At the time, Canadian Department of Fisheries and Oceans officers indicated the F/V LESLEY ANN's longlining activity for blackcod was not recognized by the Canadian government as an authorized fishery in the Disputed Area. The Canadian action was in direct conflict with the US position that flag state enforcement applies in the Disputed Area.

The government of Canada has indicated a desire to work with the U.S. State Department to re-examine enforcement procedures for the Disputed Area with the intention of preventing similar incidents in the future.

### **V. IFQ At-Sea/Dockside Enforcement**

Several significant IFQ violation cases were detected this period during Coast Guard at-sea and dockside operations. Please see Appendix B for details on these cases. Overall Coast Guard effort consisted of the following:

- 99 IFQ boardings were conducted at-sea, with three citations issued for significant violations
- 110 dockside offloads were monitored, with five citations issued for significant violations
- 698 hours were spent surveilling ports for illegal IFQ activity
- 103 days were spent by cutters patrolling at-sea
- 56 sorties, totaling 174 aircraft hours from Kodiak and Sitka were flown in support of IFQ

A detailed description of CG IFQ efforts for the 1999 season was previously provided to the NPFMC in our October letter (Appendix D is attached to copies of this report provided to the public).

## V. CG Commercial Fishing Vessel Safety/Search and Rescue Cases

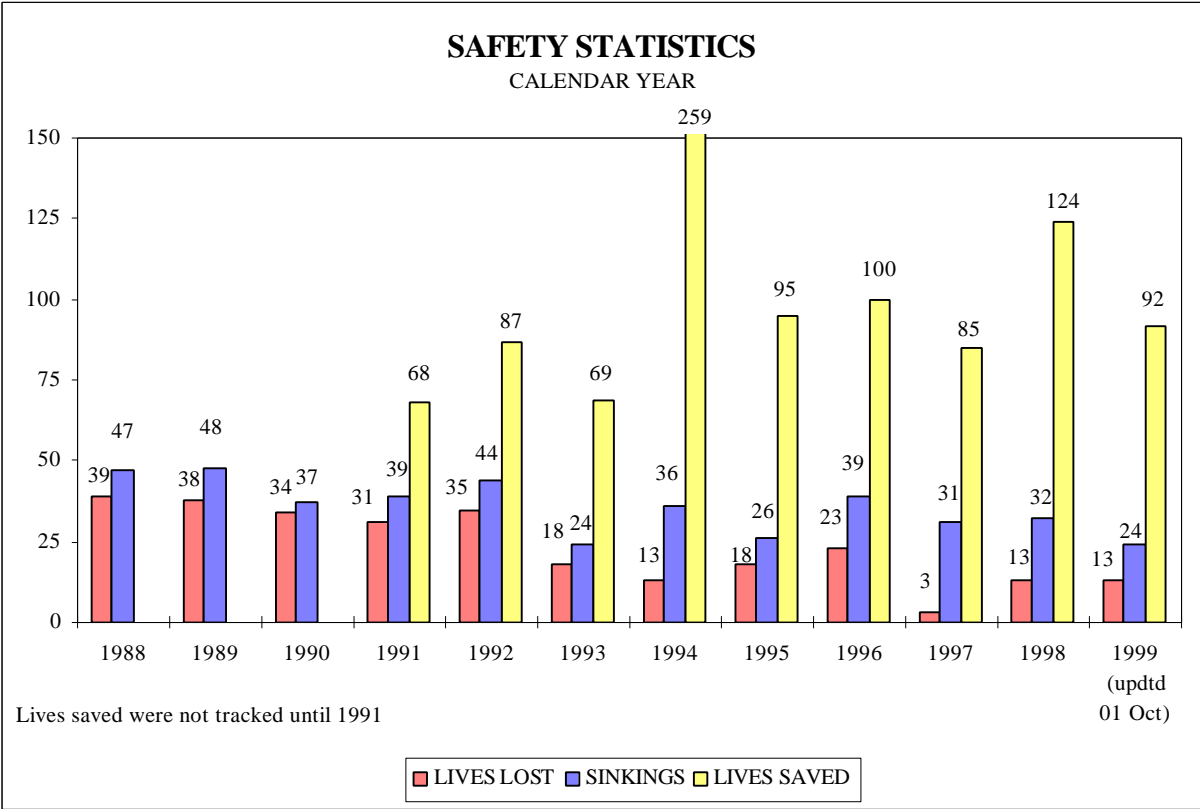
Table 1. CGD17 CFVS/Search And Rescue Case Summary						
Date	Vessel	Type	POB	Death	Vsl Loss	Cause
6/6/99	CAPRICE	Pot Boat	4	0	Y	Engine room flooded, vsl sank in GOA, F/V KAYA responded, recovered all POB
6/9/99	MACHINATOR		2	0	N	Fire, 2 POB abandoned into skiff, CGC SEDGE responded, brought 2 POB back to F/V after fire was out.
6/16/99	REWARD		1	0	??	Vsl capsized in Sumner Strait, F/V TAMMY SUE recovered operator in his survival suit; CGC ANACAPA and A/S Sitka also responded.
6/16/99	ORION	Seiner	4		N	2 fishers hit by falling boom; 2 A/S Kodiak HH-60Js responded, hoisted both men, transported to Kodiak hospital.
6/17/99	INDOMITABLE			0	N	Vsl lost power, not under command; CGC WOODRUSH responded, towed vsl to Elfin Cove.
6/17/99	NORDIC DANCER		5	0	Y	Vsl took on water near Spruce Cape; F/V POPEYE, F/V MAGNUM, F/V WALSTAD responded; F/V POPEYE arrived w/in 10 minutes of UMIB and recovered all 5 POB in survival suits in good condition.
6/21/99	WHITE NIGHT	Gillnetter	5	0	N	Vsl grounded on rocks near Thin Pt. C-130 dropped 3 pumps to vsl; vsl's crew plan to salvage the vsl.
6/25/99	BUCCANEER				N	Vsl ran aground on sandy bottom in Whale Pass near Kodiak --vsl refloated on high tide.
6/28/99	SHADY LADY		2	0	N	Vsl disabled in Cook Inlet; F/V SARA JEAN assisted.
6/30/99	SU-CE-K	Troller	2	0	Y	Electrical fire in engine room, crew put fire out and restarted vsl. Fire reflashed, engulfed vsl. Crew abandoned ship to P/C DESTINY. Vsl sank in 50 fms of water.
7/8/99	HAIDA LADY	Seiner	5	0	Y**	Vessel capsized in Peril Strait due to stability problems; POB recovered by F/V CENTARUS. Arrangements made to salvage vsl.
7/6/99	DENNY M		2	0	N	Vsl hit rock, took on water. F/V SEA DERBY recovered 2 POB in good condition. A/S Sitka HH-60J responded, but other F/V's responding dewatered vsl and took it in tow to Pelican.
7/7/99	POLAR STAR		3	0	N	Vsl capsized, F/V MISS UNIVERSE recovered all POB and towed F/V POLAR STAR to Wales Harbor, CA.

Table 1. CGD17 CFVS/Search and Rescue Case Summary						
Date	Vessel	Type	POB	Death	Vsl Loss	Cause
7/13/99	WANDERER		3	0	Y	Vsl sank in 80 fms water, master fell asleep, grounded vsl. F/V RIP TIDE recovered all 3 POB.
7/13/99	EQUALIZER	Stern Picker	?	0	Y	Vsl caught fire in Bristol Bay, F/V BUTTERFLY recovered all POB off vsl.
7/13/99	MERCEDES		?	0	N	Vsl voyage terminated for unserviceable survival suits, insufficient fire extinguishers.
7/16/99	CRYSTAL LYNNE		1	0	N	Vsl grounded 27 nm east of Sitka, CGC ANACAPA and A/S Sitka responded, but F/V INDIANA recovered 1POB and towed vsl out of channel to Trader's Island.
7/19/99	BELLE-TECH		2	0	Y	Vsl grounded on Gilanta Rocks due to operator inattention. POB abandoned ship into vsl small boat. CGC LIBERTY responded.
7/23/99	SECOND CHANCE		?	1*	N	Man overboard, alcohol related, crossing between moored vessels in Naknek
7/25/99	CHRISTIE II	Longliner	2	0	Y	Vsl blew shaft seal in Bering Sea, 52nm SE St George. C-130 dropped pump, vsl controlled flooding; CGC HAMILTON towed vsl to Dutch Harbor.
7/27/99	SKIFF	Set Net	3	2	N	Vsl capsized in Uganik Bay; F/V ST. JOE recovered 2 POB, one later died at hospital.
7/27/99	DEFIANCE			1*	N	Man overboard, alcohol related, crossing between moored vessels in Ketchikan
8/1/99	SARA JANE	Seiner	3	0	N	Vsl struck a rock and grounded in Price William Sound, Glacier Is. HH-60J in Cordova responded, dropped two pumps, vsl successfully dewatered; waited for high tide to refloat. Vsl taken in to by vsl TCHAIKA.
8/10/99	KIKSADI		?	0	N	Vessel took on water in Green Cove, Admiralty Island; Station Juneau responded, towed vsl to Juneau.
8/13/99	MAR BAR SHELL		4	0	N	Vessel took on water vic Shuyak Is, POB walked ashore; AirSta Kodiak helo recovered 4 people, returned them to Kodiak.
8/14/99	CREST	Seiner	5	0	Y	Vessel capsized Chasina Pt, Clarence Strait; sank in 60 fms; F/V CAPE WENDY escorted 5 POB in skiff to Ward Cove.

Table 1. CFVS/Search and Rescue Case Summary						
Date	Vessel	Type	POB	Death	Vsl Loss	Cause
8/22/99	VALKYRIE	Seiner	4	0	N	Vsl took on water in Marmot Bay, AirSta Kodiak helo responded, dropped pump. F/V DELIVERANCE, F/V ALCHEMIST escorted vsl to Kodiak.
8/23/99	MR B	Schooner	13	0	N	Vsl took on water vic Tugidak Is, AirSta Kodiak helo responded, dropped pumps. MR. B located and secured open sea chest valve.
8/25/99	MISTY SEA		1	0	N	Vsl grounded, A/S Kodiak HH-6-J transported owner to Cordova. Owner planned to salvage vsl.
8/25/99	HANG ON		1	0	Y	Vsl caught fire , sank in 90 fms water. 1 POB recovered by ADF&G boat.`
8/27/99	ELIZABETH			0	N	Vsl aground near Sitka. CGC WOODRUSH responded, dewatered and patched; vsl refloated on high tide. WOODRUSH escorted vsl to Ketchikan.
8/31/99	NICOLE MARIE	Seiner	5	0	N	Vsl aground; F/V LAVITIA recovered all 5 POB, transported to Ketchikan.
9/4/99	CHUBBY	2		0	Y	Vsl caught fire 3 nm south of Haines. Sta Juneau, AST responded; vsl consumed by fire. 2 POB evacuated to P/C.
9/5/99	WET DREAM			0	N	Vsl taking on water in Orca Inlet. CGC SWEETBRIER delivered 2 pumps, A/S Kodiak HH-60J delivered pump as well. Vsl taken in tow by Good Samaritan, SWB smallboat relieved tow, brought vsl to Cordova.
9/12/99	SKIFF		5	0	Y	Vsl capsized; Good Samaritan recovered 5 POB, brought them to Sitka.

**Figure 10. Historical Overview of CFVS Statistics**

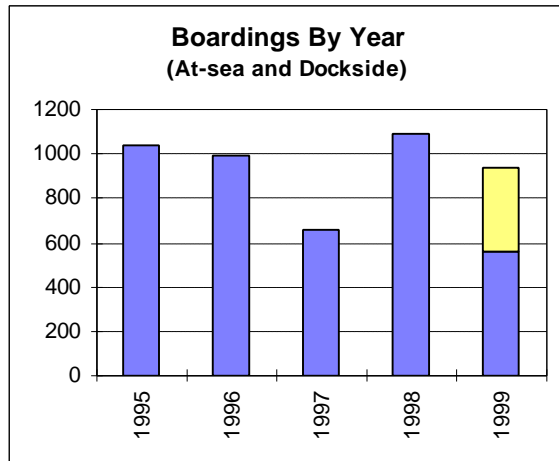
\*There were 3 lives lost, 61 lives saved, and 12 vessel losses during this reporting period.



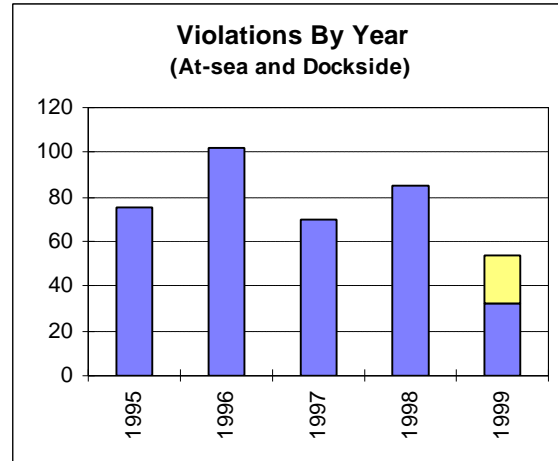
## VI. CGD17 Boarding Statistics

The following charts show boarding and fishery violation trends over the last six years. The actual year-to-date totals are displayed for 1999. Domestic fisheries boardings were down this period compared to the same period last year due to increased Coast Guard effort on the MBL and the decommissioning of the buoy tender PLANETREE in Ketchikan. Appendix C contains a complete list of boardings and violations for the reporting period.

**Figure 11. Boardings By Year**



**Figure 12. Violations By Year**



JUN - SEP 1998

F/V Boardings (at sea):	253
IFQ Monitors (dockside):	63
Boarding/monitor w/fisheries vio's:	20
Violation Rate:	6.3%

JUN 1999 – SEP 1999

F/V Boardings (at sea):	129
IFQ Monitors (dockside):	110
Boarding/monitor w/fisheries vio's:	14
Violation Rate:	6%

## *Appendix A*

### **1999 Maritime Boundary Activity**

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24 May	CG-6526 overflow F/V SVETLOMORSK and radioed posit to CGC MELLON. CGC MELLON plotted vessel 2180 yds inside US EEZ. CG helo verified F/V was engaged in fishing. Helo attempted to hail vessel with no joy and initiated hot pursuit. CG-6526 flashed "SQ2" with no response while CGC MELLON increased speed to intercept. CG-6526 terminated hot pursuit due to low fuel. CGC MELLON could not continue hot pursuit due to ice edge and was unable to maintain positive ID on radar. Two other vessels that were suspected of being in the U.S. EEZ but were not pursued were the F/V SATINO and the F/V SAYAK. After CG-6526 refueled and overflow MBL second time, both vessels were back in the RS EEZ.
03 Jun	Airsta Kodiak detected one vessel approximately 2000 inside US EEZ. The aircrew was unable to identify the vessel or determine if it was engaged in fishing activities due to limited visibility. The vessel did not respond when hailed by the aircrew.
10 Jun	On 10 Jun, CGC MELLON detected 2 radar contacts inside US EEZ. CGC MELLON headed for the contact furthest inside the US EEZ (1.35NM). The contact had fishing gear in the water, and was identified by a C-130 as the F/V ORCHID. Hot pursuit was initiated by the C-130, and CGC MELLON assumed hot pursuit after visually correlating the radar contact. However, ORCHID was released by CGC MELLON with a verbal warning, since it was later found that the C-130's navigational equipment placed the vessel inside the Russian EEZ when hot pursuit was initiated.
15 Jun	Airsta Kodiak C130 detected the FFV KAPITAIN DEMIDENKO in position 60-55.8N 178-12.4W (approx 19,000 yards inside US EEZ). Vessel was within 1,200 yards of the line before it was identified. Vessel was en route Russian side to fish, fishing gear was uncovered and visible on deck, no nets were in the water.
29 Jun	C-130 flight detected 1 contact 642 yards inside the U.S. EEZ in position 60-51N 178-36W at 0009Z. At 0047Z, the contact moved to 60-51N 178-42W, back into the RS EEZ.
08 Jul	On 08 Jul a C-130 detected the FF/V CONSTANTIN ALEXYEVE fishing .2 nm inside the U.S. EEZ in position 60-38N, 178-22.6W. The C-130 initiated hot pursuit, but was released by CGC STORIS due to the cutter's inability to continue hot pursuit. There was another vessel detected on the MBL by the C-130, but it was not identified due to hot pursuit of CONSTANTIN ALEXYEVE.

- 09 Jul At 2300U CGC STORIS set the incursion bill for the F/V MEKHANIK BRYZGALIN (RS) which was plotted on the MBL. The vessel was advised in Russian and English to remain on the Russian side of the MBL. RS master replied that he was fishing but said he had excellent knowledge of both the MBL's position and control of the vessel. He denied fishing in the U.S. EEZ, and claimed to respect the RS buffer zone. The master said the USCG was harassing him and stressed joint cooperation to "make this work". When CGC STORIS resumed patrolling to the NE in the buffer zone, F/V MEKHANIK BRYZGALIN followed for 1 hour and overtook STORIS within 200 yards of her port side and then made a loop turn to port up the MBL.
- 10 Jul CGC STORIS set incursion bill at 1605U for a vessel observed in the US EEZ. The vessel was determined to be the factory vessel ACAMAR –it claimed to be transiting to RS waters from its LPOC in Vancouver, B.C., 03 Jul 99. STORIS approached and confirmed that the decks and chute were dry. No fish were sighted on deck, and the nets on deck were secured and covered.
- 17 Jul CGC HAMILTON detected the FF/V KAPITAN NAZIN approximately 500 yards inside the US EEZ, trawling in a southwesterly direction parallel to the MBL at a speed of 4-6 knots. HAMILTON initiated hot pursuit via VHF-FM Ch. 16; KAPITAN NAZIN did not respond to the hail, but executed a ninety degree turn to starboard and increased speed to 8 knots to re-enter the Russian EEZ. HAMILTON approached the KAPITAN NAZIN and observed lines in the water and directed the KAPITAN NAZIN to cease fishing. KAPITAN NAZIN refused to stop fishing and would not permit a boarding team onboard. HAMILTON's approach was also hampered by another vessel that maneuvered in between them. HAMILTON was unable to determine the identity of that vessel. HAMILTON observed the haulback of KAPITAN NAZIN's cod end, which was estimated at 10 mt or less approximately 2.5 nm inside the Russian EEZ. Due to sea state, HAMILTON was unable to safely launch their smallboats to try and attempt a boarding; HAMILTON issued a verbal warning to the master of KAPITAN NAZIN.
- 17 Jul CGC HAMILTON observed a vessel on radar for 6 minutes that was traveling at trawling speed approximately 1000 yards inside the U.S. EEZ. Due to the brief nature of the incursion and heavy fog, HAMILTON was unable to gather enough information to articulate hot pursuit. HAMILTON upon approach identified the vessel as the FF/V MEKHANIK BRYZGALIN (RS), and saw it was fishing 200 yards inside the RS EEZ. HAMILTON warned the master that he was fishing inside the U.S. EEZ, and that if this happened in the future he risked being found in violation of U.S. law.
- 18 Jul CGC HAMILTON detected a vessel entering the U.S. EEZ by radar. Radar showed a 600 yard incursion for 3 minutes at trawling speed. The vessel was subsequently identified as the FF/V MEKHANIK BRYZGALIN (RS), which had entered the U.S. the day before. About 12 minutes later, HAMILTON detected a



second vessel entering the U.S. EEZ, making a 345 yard incursion for 4 minutes at trawling speed. The second vessel was identified as the KONSTANTINA PEKSEEV.

- 19 Jul At approximately 1738U, HAMILTON detected a vessel entering the U.S. EEZ, which was identified as the MEKHANIK BRYZGALIN. Again, due to the brief nature of the incursion, HAMILTON was unable to gather enough info to initiate hot pursuit. HAMILTON issued a verbal warning to BRYZGALIN -- MEKHANIK BRYZGALIN later requested MBL coordinates from HAMILTON for his operating area. HAMILTON passed a 24 nm section of MBL coordinates to BRYZGALIN.
- 21 Jul CGC HAMILTON detected two incursions into the U.S. EEZ by radar. The first incursion was approximately 200 yards at 211316Z, and the second was 2850 yards at 212102Z. Due to the brief nature of the incursions, distance from cutter, zero visibility, and tracking complexity for first incursion, HAMILTON was unable to gather enough information to initiate hot pursuit. HAMILTON did not gather further information to document additional incursions due to a scheduled meeting with the RS enforcement vessel ANTIAS.
- 22 Jul CGC HAMILTON detected three incursions in the U.S. EEZ by radar. HAMILTON tracked each vessel, made a positive visual identification of them and their activity, and issued warnings to each. The KONSTANTINA PEKSEEV, MEKHANIK BRYZGALIN, and ASTRONOM were found 489 yards, 1176 yards, and 1075 yards inside the U.S. EEZ respectively. Due to the brief nature of these incursions and the distance they were from the cutter, HAMILTON did not initiate hot pursuit on any of them.
- 24 Jul CGC HAMILTON observed one incursion via radar at 0531Z in posit 61-36.2N/177-11.04W. Deepest incursion was 915 yds at 0539Z. Vessel departed U.S. EEZ at 0556Z in posit 61-37.52N/177-08.57W. Total length of incursion along MBL was 3500 yards. Due to the brief nature of the incursion and distance from the cutter (13 nm), HAMILTON was unable to gather enough information on the vessel's activities to initiate hot pursuit.
- 29 Jul C-130 flight detected one incursion 1900 yards in the U.S. EEZ in position 61-41.6N, 177-00.4W. Poor visibility prevented a positive identification of the vessel's activity.
- 30 Jul C-130 flight detected one incursion --FTS EKARMA-1, callsign UAEV. No cutter was on the MBL to track the vessel and initiate hot pursuit; the case was documented by the aircraft commander and forwarded to A/S Kodiak and CGD17.
- 01 Aug CGC HAMILTON detected FF/V GISSAR (RS) by SPA-25 radar approximately 1050 yards inside the US EEZ at 0239Z in posit 60-50-49N 178-36-00W. The

vessel was observed by radar traveling in a northeasterly direction parallel to the MBL at a speed of 3-5 knots. At 030430Z RS enforcement VSL ANTIAS arrived on scene and issued a \$39,700 USD fine to the vessel for fishing beyond the 1.5 NM buffer zone. At 031141Z D17 obtained SNO concurrence to seize vsl, catch and gear for escort to a US port. Upon effecting seizure, CGC HAMILTON was surrounded by about 20 FF/V's inside the RS EEZ and GISSAR's steering gear and fuel pump were found damaged (possibly intentionally). HAMILTON turned custody of GISSAR over to ANTIAS on 04 Aug after FF/V PROSTOR cut HAMILTON off and took GISSAR in tow. On 30 Aug the Command of the Northwest Regional Department of the Russian Federal Border Guard Service levied a \$9,245 USD fine to the captain of the GISSAR, confiscated 2.7 tons of illegal catch, banned the trawler from fishing for the rest of the season, and barred its entry into the Bering Sea. The commanding officers of the GISSAR were stripped of their ranks, and the working certificates of the GISSAR's captain-director and ship's mate were suspended for 36 months and 12 months, respectively.

The results of the Russian investigation show that the GISSAR did not enter the U.S. EEZ, but instead violated the 1.5 nm buffer zone. In the opinion of the RS side, one of the reasons why this incident occurred was because RS and U.S. vessels use navigation equipment with different geodesic systems of coordinates --resulting in a situation where coordinates of identical locations on the charts published in each country do not coincide.

- 10 Aug      Two vessels were detected by C-130 flight inside the U.S. EEZ --the first 11 nm inside at position 61-03.1N, 177-42.6W, and the second 2000 yards inside at position 60-41.9N, 178-53.5W. Positions were passed to CGC HAMILTON; C-130 was not able to identify these vessels visually due to weather.
  
- 12 Aug      CGC HAMILTON began tracking a vessel at 121900Z that appeared to be on MBL in approximate position 61-08.3N 178-04.1W. The initial contact range was at 16 miles. The vessel changed course and re-entered the RS EEZ when HAMILTON was 10 nm away. HAMILTON did not issue any warning due to distance of the track from the cutter at the starting time of the incursion. The vessel was later identified as the MEKHANIK BRYZGALIN.
  
- 20 Aug      Helo attached to CGC RUSH observed KAPITAN AZARKIN approximately 800 yards inside the U.S. EEZ paralleling the MBL. Due to low visibility and need to recover the helo, RUSH did not pursue and intercept this contact.
  
- 22 Aug      CGC ALERT detected FF/V KAPITAN KAYZER 1800 yards inside U.S. EEZ at 1810U. FF/V KAPITAN KAYZER was visually confirmed to have gear in the water; ALERT initiated hot pursuit and ordered vessel to stop, but KAPITAN KAYZER crossed back into the Russian EEZ and denied ever being in the U.S. EEZ. KAPITAN KAYZER refused all orders to stop (it also refused an order to stop from RS enforcement vessel ANTIAS) and stated that it would travel to

ANTIAS' last known position and continue into Russian territorial waters. KAPITAN KAYZER made it to Russian territorial waters, at which point D17 released CGC ALERT from the case.

- 22 Aug CGC ALERT detected possible incursions by two RS stern trawlers approximately 200 yards inside the U.S. EEZ while 9.5 nm west of the MBL. The contacts returned to the RS EEZ, and were 1.5 nm of the MBL when CGC ALERT arrived onscene. Due to its initial distance from the contact, ALERT was not able to confirm the FF/V's activity and did not initiate l/e activity. One of the vessels was FF/V VLADIMIR STARTHINSKI.
- 24 Aug CGC ALERT detected by radar FTS SOVET fishing on the MBL. As ALERT was closing the vessel, SOVET increased its speed, proceeded west into the RS EEZ, and rendezvoused with the mothership COBECTCKOE. ALERT issued warning to SOVET that it was illegal to fish in the U.S. EEZ.
- 26 Aug On 26 Aug a C-130 located the FF/V VULKANNIY u/w in the U.S. EEZ with nets on deck uncovered. FF/V VULKANNIY stated that they had been in Dutch Harbor picking up supplies on 23 Aug, and were transiting to the Russian EEZ to fish. The C-130 issued a verbal warning to the vessel, and documented the violation, and collected video and still photos. The C-130 resumed its patrol and located the FF/V SHANTSY, which appeared to be approximately 300 yards inside the U.S. EEZ. CG flight 1700 requested permission from CGC ACUSHNET to conduct a low level pass to verify the SHANTSY's position and activity. However, due to ACUSHNET's rendezvous with the ANTIAS, the C-130 had a slight delay in getting permission. When permission was granted, SHANTSY was right on the MBL heading 210 true engaged in fishing (net was in the water). The C-130 was unable to confirm SHANTSY's activity on the first pass due to its altitude restriction.
- 26 Aug On 26 Aug at 2007U CGC ALERT observed a contact fishing in the U.S. EEZ -- approximately 2000 yards inside at the furthest point. ALERT initiated hot pursuit and visually identified the vessel as the FF/V EKARMA-1. However, due to an incorrect cross track error reading by ALERT's GPS unit, EKARMA-1 was actually 300 yards inside the Russian EEZ when hot pursuit was initiated. ALERT terminated hot pursuit, and an interpreter onboard ACUSHNET issued a verbal warning to EKARMA-1.
- 29 Aug On 29 Aug a C-130 detected by radar a contact in posit 62-18.6N, 175-47.4W which appeared to be in the U.S. EEZ. The C-130 visually identified the vessel as the FF/V SALOMATINSK, which was 2400 yards over the MBL conducting a haulback. SALOMATINSK's position was 97 nm north of RUSH, and RUSH notified D17 for further tasking and proceeded north towards the incursion position. SALOMATINSK returned to the Russian side of the MBL approximately 20 minutes later. Incursion was documented by pictures and video footage was taken by the C-130.

30 Aug	C-130 flight detected a contact by radar 240 yards inside the U.S. EEZ. When the contact was overflown for the second time, it was in Russian waters.
31 Aug	C-130 flight detected contact 76 yards inside the U.S. EEZ in position 62-01.8N, 176-22.7W. Poor visibility prevented visual identification of this vessel -- information was passed to CGC HAMILTON.
02 Sep	Two vessels were detected by a C-130 on the MBL, making their way back to the RS EEZ. 4 positions taken of the F/V VASILYKALENOV were passed to CGC RUSH.
05 Sep	C-130 flight detected 10 FF/V's over MBL all between 0.5nm – 1.5nm (in US EEZ). C-130 attempted to notify ALERT w/ positions. By the time communications were established all vessels had returned to RS waters. Aircraft commander recorded all FF/V's positions and identity rather than initiating hot pursuit on any specific vessel.
06 Sep	C-130 flight detected contact fishing 600 yards inside U.S. EEZ. C-130 had not yet initiated hot pursuit and detected another vessel 5000 yards in U.S. EEZ to the south. ACUSHNET directed C-130 to initiate hot pursuit on second vessel. C-130 altered flight, but determined vessel was not over MBL and altered flight again to return to first vessel. Upon return, first vessel had moved to RS EEZ and finished haulback.
08 Sep	At 1251U, CGC ACUSHNET contacted ALERT with a report of a possible incursion in posit 61-18N 177-42W. ACUSHNET initiated hot pursuit. ALERT altered course and speed to intercept, and upon arrival onscene, ALERT identified the vessel as KONSTANTIN ALESEV. Hot pursuit was terminated by CGC ACUSHNET at 1348U since ALERT determined that the vessel had not entered the U.S. EEZ.
11 Sep	At 1013U, CGC MORGENTHAU detected the FTS MEKHANIK BRYZGALIN approximately 400 yards inside the U.S. EEZ. The deepest incursion was 1200 yards at 1130U. CGC MORGENTHAU initiated hot pursuit at 1137U, and made several hails to MEKHNIK BRYZGALIN in English and Polish before the fishing vessel finally responded at 1145U. CGC MORGENTHAU conducted a boarding of the BRYZGALIN and stood by until RS enforcement officials arrived onscene to conduct their own investigation. F/V DEMIDENKO dropped off 4 RS enforcement personnel representing the Northeast Region Directorate of the RS Federal Border Service. These individuals seized the master's license and vessel's fishing permits; he was cited for an incursion into the 3000 yard MBL buffer zone on the RS side, and for failure to display the international signal for mechanical breakdown. Prior to their departure from the BRYZGALIN, MORGENTHAU's boarding team transferred custody of the vessel and provided copies of the case package to RS agents.

14 Sep	CG helo attached to CGC MORGENTHAU sighted the FTS SHANTARSKI and FTS PALAGIC on the US/RS MBL. Upon seeing the CG helo, PALAGIC altered course 90 degrees and returned to the RS EEZ.
20 Sep	C-130 flight detected one vessel fishing on MBL, but due to visibility, only made out "XE1301".
23 Sep	C-130 flight detected FTS SOLONTSY - "XE1301" in position 61-57.7N, 176-30.5W steaming along the MBL.
24 Sep	C-130 flight detected contact on MBL in position 62-13.8N, 175-59.1W - "NA0507".
25 Sep	At 0112U, CGC SHERMAN detected a group of 4 vessels along the MBL. 1 unidentified vessel in the group briefly crossed the line, and SHERMAN plotting teams determined the incursion into the U.S. EEZ to be about 200 yards. The vessel quickly re-crossed the MBL into the RS EEZ and mixed in with other vessels before SHERMAN was able to initiate hot pursuit. Later that same day at 2112U, a C-130 flight detected F/V SOUVERENITET approximately 700 yards inside the U.S. EEZ in position 60-38.2N, 179-04.3W. The C-130 initiated hot pursuit when vessel was in position 60-44.2N, 178-47.9W and contacted it on VHF radio. The master claimed he wasn't fishing, but the aircraft visually identified net cables in the water. The C-130 had to break off hot pursuit of the vessel due to fuel requirements. SHERMAN was 2.5-3 hours from the position and unable to arrive onscene in time to continue hot pursuit.
30 Sep	C-130 flight detected vessel "NA0513" within 50 yards of the MBL on RS side, fishing with F/V KAPITAN NAZAR.

## *Appendix B*

### **1999 Major IFQ Cases**

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05 May	CGC FIREBUSH and CGC IRONWOOD conducted a joint dockside monitor in Kodiak of longliners LUCKY ISLAND and VESTIGE. LUCKY ISLAND was issued a violation for failure to separate halibut by statistical area. VESTIGE was issued a summary settlement for a 240 % overage on pacific cod bycatch limit.
26 May	CGC ROANOKE ISLAND conducted a dockside monitor of the longliner AMBASSADOR in Kodiak. AMBASSADOR was issued a violation for fishing over their allotted quota.
11 Jun	CGC SWEETBRIER conducted a dockside monitor of longliner PARKS NO. 19, and issued a violation to the vessel for departing the dock prior to having its catch logged.
05 Aug	CGC IRONWOOD detected the longliner KEMA SUE setting its gear less than 1 nm away from shore inside the Steller Sea Lion buffer zone at Chowiet Island. IRONWOOD issued a summary settlement to KEMA SUE for fishing inside the zone, and for failure to submit its fishing logs to NFMS on a quarterly basis.
24 Aug	CGC ROANOKE ISLAND boarded the longliner VETER at 1635, north of the Barren Islands. ROANOKE obtained IFQ balance information on the cardholder from COMMSTA Kodiak, which stated he had only 8 lbs balance remaining in Area 3A. The master indicated he had approximately 7000 lbs of halibut onboard. The cutter notified the Juneau NMFS data clerk, and confirmed that the original balance information given was 8 lbs. ROANOKE ISLAND escorted VETER back to Homer, notified NMFS of the overage, and scheduled a joint dockside monitor with them the next morning. RI personnel remained onscene to keep watch on VETER and maintain chain of evidence, and to conduct after-hours surveillance of Homer small boat harbor. At 0141 on August 25, the surveillance team noted activity on the longliner MAJIC MAIDEN at the boat ramp in Homer Harbor. The team noted more fish being offloaded than was normal for a recreational trip, and when asked, the MAJIC MAIDEN claimed to be engaged in an IFQ offload with a PNOL number. Fish were being landed at Deep Creek Custom Packing in the cardholder's name. NMFS FPO Jim Wisher was notified, and confirmed that MAJIC MAIDEN had no PNOL, and no waiver granted to offload after hours. At 0400, FPO Wisher arrived onscene and seized MAJIC MAIDEN's catch. Other violations found on the MAJIC MAIDEN included no halibut log, no fisheries permit, no ADF&G permit, no registration, and 38 halibut under the legal size. Violations on VETER included no halibut log

as well as an expired federal moratorium permit. After the offload was completed on VETER, there was determined to be a total of 8, 106 lbs onboard.

- 05 Sep CGC NAUSHON conducted a dockside monitor of the longliner O-SEE-O, and issued a violation for a 40% overage past their quota. The owner/operator landed a total of 2392 lbs of halibut from Area 2C, but had only 1706 lbs of quota remaining. NMFS seized 686 lbs of product worth \$1509.20.
- 11 Sep CGC SWEETBRIER conducted a dockside monitor on the longliner VARAG in Cordova, and issued a violation for a 60% overage and seized the overage. The IFQ cardholders onboard had a total of 4330 lbs quota remaining. The actual offload weight totalled 7,915 lbs of 3A halibut, product code 54. The off-loaded IFQ weight totalled 6,965.2 lbs of halibut, product code 05.

## *Appendix C*

# Boardings Without Violations

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Vessel Name	Date	Vessel Type	Species	Area
ADELYN L	7/15/9	Longliner	Halibut	3B
ADVOCATE	8/ 9/99	Seiner	No Product/No Fishery	
AK7643O	9/24/9	Longliner	Halibut	3A
ALEUTIAN ISLE	9/18/9	Longliner	Halibut	2C
ALEUTIAN LADY	9/21/9	Longliner	No Product/No Fishery	521
ALEUTIAN LADY	9/21/9	Longliner	Halibut	521
AMELIE	6/21/9	Support/Mothership	Unspecified salmon	
AMERICANUS	7/30/9	Troller	No Product/No Fishery	
ANNE	6/11/9	Longliner	Halibut	3A
ANNE MARIE	8/30/9	Troller	No Product/No Fishery	
BAY HARVEST	7/28/9	Longliner	Halibut	2C
BILLY MARIE	9/18/9	Longliner	Halibut	2C
BULL DOG	7/ 4/99	Support/Mothership	No Product/No Fishery	
CAREVELLE	8/ 8/99	Trawl, Catcher Vessel	No Product/No Fishery	620
CHERYL	8/18/9	Troller	No Product/No Fishery	
CISCO	7/17/9	Longliner	Halibut	2C
CYCLONE	7/20/9	Other fishing vessel	Pacific cod	State
DANCING BEAR	7/23/9	Longliner	Halibut	3A
DOUBLE JEOPARDY	8/ 7/99	Charter Boat	No Product/No Fishery	
DYNASTY	6/30/9	Longliner	Halibut	3A
ERIKA ANN	6/10/9	Longliner	Halibut	3A
FALCON	8/15/9	Charter Boat	Halibut	
FIREFOX	7/ 8/99	Seiner	No Product/No Fishery	
FLYING PHOENIX	8/ 1/99	Longliner	Halibut	3B
FRONTIER EXPLORER	9/14/9	Longliner	Greenland turbot	518
GOLD DIGGER	6/18/9	Charter Boat	No Product/No Fishery	
GOOD HOPE	8/ 9/99	Longliner	Sablefish/Halibut	3A/2C



<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>
GULF MAIDEN	7/22/9	Longliner	Halibut	3A
GUN FIGHTER	6/18/9	Charter Boat	No Product/No Fishery	
HEIDI	9/19/9	Longliner	Halibut	2C
IDA JUNE	7/15/9	Longliner	Halibut	3A
JOMA	7/25/9	Gillnetter	Salmon, Sockeye	State
JOYCELYN	8/ 4/99	Seiner	No Product/No Fishery	2C
KAKNU	6/11/9	Longliner	Sablefish/Halibut	3A/2C
KAREN MARIE	8/ 3/99	Support/Mothership	No Product/No Fishery	
KASACKA	8/23/9	Longliner	Halibut	3A
KEMA SUE	6/18/9	Longliner	Halibut	3A/2C
KEMO SABAY	8/ 3/99	Seiner	No Product/No Fishery	
KIKSADI	8/10/9	Gillnetter	No Product/No Fishery	
KRISTIANA	8/ 8/99	Longliner	Halibut	3B
LADY MAE	8/ 7/99	Troller	No Product/No Fishery	
LILLI ANN	8/ 1/99	Longliner	Sablefish	3B
LITTLE MISS	8/ 7/99	Longliner	Halibut	3A
LORELEI	6/16/9	Longliner	Halibut	3A
MAD VIKING	8/24/9	Longliner	Halibut	3A
MALCO II	8/23/9	Longliner	Halibut	3A
MARGUERITE	9/13/9	Gillnetter	No Product/No Fishery	
MICKEY H	8/ 4/99	Seiner	No Product/No Fishery	2C
NORTHERN	8/28/9	Longliner	Halibut/Sablefish	3B
OCEAN HOPE 3	8/ 7/99	Trawl, Catcher Vessel	Pacific ocean perch (POP)	620
OCEAN MAID	8/ 6/99	Support/Mothership	No Product/No Fishery	
PACIFIC QUEEN	6/24/9	Other fishing vessel	No Product/No Fishery	
PACIFIC STAR	8/ 1/99	Longliner	Halibut	3B
PACIFIC SUN	8/15/9	Charter Boat	Halibut	
PENNOCK	8/10/9	Gillnetter	No Product/No Fishery	
PROVIDENCE	8/ 5/99	Support/Mothership	No Product/No Fishery	3C
PROVIDENCE	9/18/9	Longliner	Halibut	2C

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>
QUEST	7/ 2/99	Troller	Unspecified salmon	
RAINBOW	8/15/9	Longliner	Halibut	3A
RASCAL	9/ 7/99	Longliner	Halibut	2C
RELENTLESS	6/29/9	Charter Boat	No Product/No Fishery	
ROCKY B	6/ 8/99	Longliner	Halibut	3A
RUTHIE	8/ 7/99	Troller	No Product/No Fishery	
SABRINA	8/10/9	Other fishing vessel	No Product/No Fishery	
SALMON FALLS	8/ 6/99	Charter Boat	No Product/No Fishery	
SEA BREEZE	6/29/9	Charter Boat	No Product/No Fishery	
SEA DOG	6/30/9	Longliner	Halibut	2C
SEA MASTER	8/23/9	Longliner	Halibut	3A
SEATEX	8/27/9	Charter Boat	No Product/No Fishery	
SHIRLEY	6/18/9	Longliner	Halibut/Sablefish	3A/2C
SOUTHERN SEAS	8/ 1/99	Longliner	Sablefish	3B
STELLA	7/14/9	Longliner	Halibut	4A
SUNRUNNER	9/13/9	Longliner	Halibut	3A
SUSITNA	8/ 9/99	Support/Mothership	No Product/No Fishery	
SWEET LISA	7/27/9	Gillnetter	Salmon, Sockeye	State
TARA LEE	6/18/9	Longliner	Halibut	3A
TARRISA JEAN C	7/20/9	Seiner	Salmon, Pink	State
TATIANA	7/20/9	Longliner	Halibut	3A
TEASHA	6/ 8/99	Longliner	Halibut	3A
TEMPEST	6/14/9	Longliner	Halibut	3A
TENACIOUS	8/13/9	Charter Boat	No Product/No Fishery	
TITANIC II	8/23/9	Longliner	Halibut	3A
US INTREPID	9/21/9	Seiner	No Product/No Fishery	521
US INTREPID	9/21/9	Trawl, C/P	No Product/No Fishery	521
VALOROUS	9/ 1/99	Longliner	Halibut/Sablefish	3B/2C
VIEKODA	8/10/9	Support/Mothership	No Product/No Fishery	
WARJACK	9/13/9	Gillnetter	No Product/No Fishery	

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>
ZIMA	8/13/9	Gillnetter	No Product/No Fishery	



# Boardings With Violations

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>	<b>Violation</b>
ADGEE	9/4/99	Seiner	No fishery		CFVSA Warning
AK6188N	6/12/99	Other	No fishery		CFVSA Violation
AMBASSADOR	5/26/99	Longliner	Halibut		Fisheries Violation
BLUE PACIFIC	9/24/99	Longliner	No fishery	521	Fix-it Ticket
BUTTERFLY	8/ 9/99	Longliner	No fishery	3B	CFVSA Warning
CHENA	7/17/99	Support	No fishery		CFVSA Violation
CHRIKOF	7/28/9	Troller	Salmon	State	CFVSA Violation
DENISE MAUREEN	9/ 6/99	Troller	No fishery		CFVSA Violation
EXEMPTION	6/10/99	Longliner	Halibut	2C	CFVSA Warning
GISSAR	8/1/99	Trawler, C/V	Pollock	US EEZ	Fisheries Violation
GREEN HOPE	7/20/99	Trawl, C/V	Rex sole	630	Fisheries Violation
GUNGHO	8/18/99	Charter Boat	No fishery		CFVSA Warning
HY HOPES	8/ 2/99	Gillnetter	Salmon	State	Fisheries Violation
KAIWIK	9/ 3/99	Multi-rigged	No fishery		CFVSA Warning
KEMA-SUE	8/ 5/99	Longliner	Halibut	3B	Summary Settlement

Tuesday, October 05, 1999

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>	<b>Violation</b>
LINDY II	7/15/99	Other	No fishery	610	CFVSA Warning
LUCKY ISLAND	5/5/99	Longliner	Halibut		Fisheries Violation
MAJIC MAIDEN	8/25/99	Longliner	Halibut		Fisheries Violation
MEKHANIK BRYZGALIN	9/11/99	Trawler, C/V	Pollock	US EEZ	Fisheries Violation
MERCEDES	7/13/99	Troller	No fishery	659	CFVSA Violation
MISS DEBORAH	7/26/99	Gillnetter	Salmon, Chum	Dixon Entrance	Fisheries Warning
NORTH STAR	9/4/99	Seiner	No fishery		CFVSA Violation
O-SEE-O	9/5/99	Longliner	Halibut		Fisheries Violation
PARKS NO. 19	6/11/99	Longliner	Halibut		Fisheries Violation
PATRICIA SUE	9/ 3/99	Seiner	No fishery		CFVSA Violation
PREDATOR	8/ 6/99	Charter Boat	No fishery		CFVSA Warning

Tuesday, October 05, 1999

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>	<b>Violation</b>
RAVEN DANCER	9/ 1/99	Pot Boat	No fishery		CFVSA Warning
SARAH M	8/24/99	Longliner	Halibut	3A	CFVSA Warning
SHEELAGH	8/ 7/99	Seiner	No fishery	WY	CFVSA Violation
SUNDANCER	6/ 8/99	Longliner	Sablefish	SE	Fisheries Violation
SUQ'A	6/12/99		Other		No fishery
TENACIOUS	9/ 4/99	Longliner	Halibut	3B	CFVSA Warning
THE FOX	6/21/99	Longliner	Halibut	2C	CFVSA Violation
TIGER	8/23/99	Longliner	Halibut	3A	CFVSA Warning
TWILIGHT	9/16/99	Longliner	Halibut	2B	CFVSA Warning
VESTIGE	5/5/99	Longliner	Halibut		Fisheries Violations
VARAG	9/11/99	Longliner	Halibut		Fisheries Violations

Tuesday, October 05, 1999

<b>Vessel Name</b>	<b>Date</b>	<b>Vessel Type</b>	<b>Species</b>	<b>Area</b>	<b>Violation</b>
VETER	8/24/99	Longliner	Halibut	3A	Summary Settlement/ CFVSA Violations
WESTERN SEA	8/ 9/99	Seiner	No fishery	639	CFVSA Violation
WILD SALMON	9/ 3/99	Support	No fishery	CFVSA Violation	

Tuesday, October 05, 1999



